

**REMARKS**

In the Office Action, Claims 1-9, 11-14 and 16-23 were rejected under 35 U.S.C. § 103(a) as being unpatentable over U.S. Patent No. 6,675,085 to Straub in view of U.S. Patent No. 5,432,509 to Kajiwara.

Claims 1, 9 and 16 are amended. No new matter has been added. Claims 1-9, 11-14 and 16-23 are pending in the application.

The Office Action cited Kajiwara as disclosing a restricted warning. Applicants respectfully disagree. Kajiwara teaches providing a second warning to a vehicle driver who “did not react to the first warning [when] the vehicle separation R is found to be smaller than  $R_F$  in Step S32 [...] so in Step S33, the alarm 5 is driven to generate a second warning.” (Kajiwara, Col. 8, lines 5-9.)

Claims 1, 9 and 16 are the pending independent claims. In regard to Claims 1 and 16, the Office Action cited Kajiwara as disclosing “receiving the route guidance information data from the data analyzing unit if the route guidance information data includes the warning data”, citing Col. 5, line 1, to Col. 6, line 62, and Col. 7, line 64, to Col. 8, line 48 of Kajiwara. (Office Action, pages 2-3.) However, nowhere either in the cited portions or elsewhere does Kajiwara disclose or suggest receiving the route guidance information data from the data analyzing unit if the route guidance information data includes the warning data, as in the pending claims.

The Office Action also alleged in regard to Claims 1 and 16 that Straub discloses “determining whether warning data has been included in the route guidance information.” (Office Action, page 2, citing Col. 2, lines 13-43, Col. 3, line 25, to Col. 4, line 24, and Col. 8, line 61, to Col. 9, line 39.) However, like Kajiwara, Straub fails to disclose or suggest receiving the route guidance information data from the data analyzing unit if the route

guidance information data includes the warning data, as in the pending claims. Rather, Straub discloses issuing a speed trap alert (step 420 in Fig. 4 of Straub) or traffic warning (also step 420 [sic] in Fig. 4 of Straub) depending upon whether current vehicle speed corresponds to a speed alert setting (step 408 in Fig. 4 of Straub).

In addition, further to the amendment to Claims 1, 9 and 16, the cited references fail to disclose or suggest a warning generating apparatus for storing in advance a warning generation conditions corresponding to warning data of various kinds. In the present invention, when a certain warning data is included in route guidance information data, a warning is generated by comparing certain warning data, warning generation conditions corresponding to certain warning data and actual travel information.

For at least these above reasons, the rejection of Claims 1 and 16 must be withdrawn. In regard to Claim 9, the Examiner alleged that Claim 9 is the method claim corresponding to Claim 1. (Office Action, bottom of page 4.) Accordingly, for at least the reasons set forth above, Claim 9 is also allowable over Straub and Kajiwara.

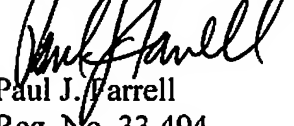
Independent Claims 1, 9 and 16 are believed to be in condition for allowance. Without conceding the patentability per se of dependent Claims 2-8, 10-14 and 17-23, these claims are likewise believed to be allowable by virtue of their dependence on their respective amended independent claims. Accordingly, reconsideration and withdrawal of the rejections of dependent Claims 2-8, 11-14 and 17-23 is respectfully requested.

Accordingly, all of the claims pending in the Application, namely, Claims 1-9, 11-14 and 16-23 are believed to be in condition for allowance. Should the Examiner believe that a telephone conference or personal interview would facilitate resolution of any remaining matters, it is requested that the Examiner contact Applicant's attorney at the below number.

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